I-90 Snoqualmie Pass East – Project Timeline

- May 1996 Hyak to Ellensburg Corridor Study Identification of problems, conceptual solutions, and early estimates for the I-90 corridor
- April 1999 Early public meetings
- December 1999 Begin environmental document Notice of Intent publication for Environmental Impact Statement (EIS)
- February 2000 Public scoping meetings
- 2002 Study alternatives identified

Project title changed to "I-90 Snoqualmie Pass East." Screening process completed. Remaining alternatives to be included in I-90 Snoqualmie Pass East Draft Environmental Impact Statement (DEIS)

- Spring 2005 DEIS circulation and comment period June/July 2005 - DEIS public hearings - Ellensburg, Hyak, and Seattle
- October 2005 Public open house Tacoma

- 2006 January 2006 Public open house Spokane
 - June 2006 Preferred alternative identified Public open house Snoqualmie Pass June 2006 – FHWA honors project with Exemplary Ecosystem Initiative Award for Exceptional Environmental Stewardship
 - July 2006 Begin Preliminary Engineering of Preferred Alternative **Hyak to Keechelus Dam Project**

2008

- Summer 2008 Publish Final Environmental Impact Statement (FEIS)
- Fall 2008 Issue Record of Decision (ROD)
- Contract preparation Hyak to Keechelus Dam Project

Contract preparation: Design and prepare contract plans; obtain right-of-way, regulatory permits and federal land easement(s)

Design Phase and Right of Way acquisition

■ Fall 2009 – Advertise contract Hyak to Keechelus Dam Project

2010

2015

■ Spring 2010 – Scheduled Construction Start Hyak to Keechelus Dam Project

Construction Phase

For More Information:

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MAKING EVERY DOLLAR COUNT

This project is funded in part by the 2005

Package. The main source of funding is a 9.5¢ increase in the gas tax, phased in over four years. The package also includes a new vehicle weight fee and increases in other

Transportation Partnership Funding

license fees and charges.

■ Summer 2015 – Scheduled construction completion Hyak to Keechelus Dam Project



I-90 Snoqualmie Pass East



Interstate 90 is a critical link connecting Puget Sound's large population and business centers with the farmlands, diverse industries, and extensive recreational areas of Eastern Washington. The uninterrupted movement of people, freight and business over Snoqualmie Pass is essential to our quality of life and the economic vitality of Washington State.

This project builds a safer, more efficient and reliable freeway from Hyak to Easton, ensuring the continued availability of I-90 as a primary statewide transportation corridor. The Hyak to Keechelus Dam project (Phase 1) is the first funded project to improve safety and add capacity within the I-90 corridor.

Improve the Highway

- Six-lane freeway improves traffic flow and accommodates projected traffic volumes for the next 20 years
- New pavement replaces aging, deteriorated roadway to provide a smoother safer ride
- Straightening roadway curves increases sight distance, driveability, and safety

Project Budget (Phase 1)

Total: \$525 million

(Includes design, right-of-way, and construction costs)

Protect the Public

- Avalanches will be significantly reduced creating a more reliable, safer freeway
- Rock fall hazards will be minimized, reducing lane closures and improving public safety
- Wildlife will cross over and under the highway, minimizing the risk to wildlife and the traveling public

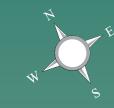
Construction Timeline (Phase 1)

Scheduled start: Spring 2010 Scheduled completion: Summer 2015



I-90 Snoqualmie Pass East

I-90 Snoqualmie Pass East Project





Additional Project Benefits

- Widen median to provide areas for snow storage and storm water treatment, and to improve safety by
- Extend chain on/off areas to improve operations and
- Lengthen truck-climbing lanes to improve traffic flow
- Relocate "snow park" to improve operations and provide parking for skiers, hikers, snowmobilers, etc.
- Replace low-clearance bridges at existing interchanges

Legend

Funded (6-lane Highway)

Unfunded (6-lane Highway) **Extended Truck-Climbing Lanes**

Unstable Slopes

Stablized Slopes

Extended Chain-On/Off Areas Connectivity Emphasis Areas

Avalanche Fencing

Avalanche Zones

Bridge Crossing Over I-90 Kachess River Widen Existing Bridges **Easton Hill Hudson Creek Easton** Lake Easton 150' Wildlife Bridges To Ellensburg 120' Bridges 230' Bridges Oversized Culvert(s)

Kachess Lake

Improving the Highway

Traffic Congestion



Each year 35 million tons of freight and 10 million vehicles travel over Snoqualmie Pass. Traffic volumes continue to increase, and have climbed to as high as 58,000 vehicles per day during peak travel periods.

Deteriorating Pavement



The highway pavement on I-90 is between 30 and 50 years old, and has exceeded its lifespan. Due to extreme weather conditions and heavy usage, the asphalt pavement is rapidly deteriorating.

Sharp Curves

Bridge Crossing Over I-90

120' Bridges

125' Bridges



There are numerous sharp curves which limit sight distance throughout the corridor. The Hyak to Easton section of I-90 has an accident rate double that of other rural sections.

Avalanche Closures



I-90 is closed an average of 80 hours per year due to avalanches. It is conservatively estimated that avalanche closures cost business and private travelers \$17.5 million annually.

Protecting the Public

Unstable Slopes



Falling rocks from unstable slopes ranging in size from small stones to complete slope failures have caused serious accidents, and closed traffic lanes.

Habitat Connectivity



I-90 acts as a barrier dividing wildlife habitats. In an effort to meet environmental objectives, WSDOT will connect habitats on either side of the highway which will provide safe passage for both motorists and wildlife.